

Bill 15, CD1 (2018)

Early Testimony

Speaker Registration/Testimony

Name Iskandar Rabeendran
 Phone 501-242-4282
 Email kakaye@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony Aloha, I am writing to request funding for the Pensacola St protected bike lane project.
 I am a frequent bike traveler in town. I have given away my car and rely on biking so I can contribute to reduce traffic congestion, pollution and promote healthy lifestyle for the benefit of all. But I need to feel secure when biking, especially on dangerous streets like pensacola.
 Mahalo for your kokua.

Testimony
 Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Pauleen Wright
 Phone 8082689974
 Email hauoli.ipo@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony

Aloha. I am a local girl and live in Makiki. Over the last 3 years, I've become a proficient cyclist, thanks to parks with cycling paths and clinics/rides provided by the HBL and other cycling groups. Most of my bike rides involve loading my bike into my car (a Chevy Tahoe) and driving out of town, to Hawaii Kai, Pearl City, Kapolei or Haleiwa because those roads are safer or those communities have bike paths. Those rides usually end with a stop at a coffee shop or a place to eat, lucky for them. I would love to cycle more from home and patronize the shops in my own neighborhood (and not have to use my gas-guzzler at all), but getting in and out of Makiki is a death trap. The lanes on Ward, Pi'ikoi, Pensacola and Ke'eaumoku are barely wide enough for a bus, let alone a cyclist and a car. And those roads are constantly congested with drivers that have no patience for a big girl on a bike (you can't tell me they couldn't see me). My main point is that the Pensacola St Protected Bike Lanes are important for everyone in the community, cyclists and drivers. Additionally, if I could "safely" ride my bike down the street to the little bakery or enjoy lunch at my favorite Italian place (instead of driving 15-30 min out of town) without getting hit or run-off the road by a truck, then even the local businesses would thrive. Please support the Pensacola Street Protected Bike Lanes project for me and everyone in my community! Mahalo.

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name David Nash
 Phone 808-271-2223
 Email SeeDaveGo@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony I support the use of funds to create and maintain a Pensacola protected bike lane. As a real estate broker I frequently use this corridor to meet clients. One the main selling points for homes in Honolulu is the ability to leave the car at home. We must increase safety so that we can get more people out of single occupant cars. We will continue to grow in population with no growth in area. So we have to find a way to allow more people to use the streets. Getting people on bikes and on foot is the best way to do this inexpensively. Adding lanes etc for cars is not the solution. Complete streets on every street is the safest and least expensive approach to modern street planning.

Testimony
 Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Brian L Mikel
 Phone 8085412937
 Email Bmikel01@yahoo.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Please support funding the pensacola street bike lane. I am a commuter cyclist and ride my son to/from preschool. The safer the streets can be the better. It also take my vehicle off the road! Honolulu has done so much to advance the safety and accessibility of cycling around the city. Please keep building on the progress and make Honolulu one of the most accessible city in the world for citizens/commuters of all types (walkers, cyclists and of course the drivers too). I am writing to request by provide funding for the Pensacola St protected bike lane project. Additional key points below:

Written
 Testimony

Improved safety for those bicycling – The Pensacola St protected bike lane will dramatically improve bicycle safety for those currently cycling along this documented high bicycle injury corridor – Hawaii Department of Health data shows a staggering 28 serious bicycle injuries (requiring EMS response) in the last 5 years on the Piikoi/Pensacola couplet. Enable more people to bicycle = individual and community benefits – The Pensacola St protected bike lane will create a safe bicycle route to Makiki and Ala Moana/Kakaako that will enable more people to choose to bike. More people bicycling comes with many individual and community benefits – less pollution, doing our part against global warming, reduced household transportation expenses, less congestion/parking demand, improved quality of life, and more street safety. Bicycling has increased on King St by 125% and on South St by 381%!
 4. Improved safety for those walking – It will improve safety for pedestrians because people on bikes will have a designated place to ride instead of the sidewalk and it will reduce pedestrian crossing distances – Hawaii Department of Health statistics have shown a reduction in pedestrian injuries on King St following implementation of the King St protected bike lane.

Testimony
 Attachment
 Accept Terms
 and 1
 Agreement

Speaker Registration/Testimony

Name Susan Wurtzburg
 Phone 808-744-8990
 Email susan.wurtzburg@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization

Do you wish to speak at the hearing? No

Written Testimony Please RESTORE FUNDING FOR PENSACOLA BIKE LANE. Car traffic in the city is too heavy and we need to move more people to bikes. This will only happen with safer biking routes. I am a biker and have had the good fortune to bike in Europe. I often feel like I am risking my life biking in Hawaii, but I love biking. PLEASE MAKE IT POSSIBLE FOR PEOPLE TO BIKE SAFELY IN HAWAII.

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name John Flanagan
 Phone 808-291-3376
 Email jmflanagan@me.com

Meeting Date 05-15-2018

Council/PH
 Committee Budget

Agenda Item Bill 15

Your position
 on the matter Comment

Representing Self

Organization

Do you wish
 to speak at the
 hearing? No

Written
 Testimony Please insure that this measure, Bill 15, includes funding for the Pensacola Street protected bike lane. This addition to the cycling infrastructure will improve the safety of cyclists and encourage more people to use bicycles. Bike lanes improve pedestrian safety also, by offering an alternative to riding on sidewalks. The health benefits of cycling are significant and expanding Honolulu's bike lane grid will both reduce the number of cars clogging city streets and the number of parking spaces those cars need. Honolulu should take advantage of the fact that it is on an island that has the best weather on the planet and encourage people to use bicycles rather than automobiles -- bikes are cheaper, healthier, take up less space and reduce congestion. Please fund the Pensacola bike lane.

Testimony
 Attachment

Accept Terms
 and 1
 Agreement

Speaker Registration/Testimony

Name Brad Thomas
 Phone 248-421-9557
 Email b5thomas7@gmail.com
 Meeting Date 05-10-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the No
 hearing?

Include the Pensacola/Ward bicycle and pedestrian infrastructure project in your budget. It would provide much needed protection to vulnerable road users like cyclists and pedestrians. It would also connect underserved Makiki residents to business, services, and employment in Honolulu's urban core.

Key Safety Statistics: (derived from Honolulu DTS GIS data)

1) Pedestrian fatalities in Hawaii have spiked in 2018, and Governor David Ige recently reported that “nearly three-quarters of the deaths on Hawaii roads (in 2018) have been pedestrians.” For all of 2017, Hawaii had 15 total pedestrian deaths. As of March 16th of this year, Hawaii has already suffered 14 pedestrian fatalities statewide. Nine of these deaths occurred while crossing the street and 3 were along marked crosswalks. If this rate continues, Hawaii is on track to nearly quadruple the number of pedestrian fatalities statewide year over year.

Written
Testimony

2) The section of Pensacola and Piikoi from Wilder Ave. to Waimanu St. had 32 pedestrian and 18 cyclist collisions requiring ambulance response between 2011 and 2016. In 2017, Piikoi alone had 7 cyclist and 3 pedestrian collisions.

3. The stretch of Pensacola between King Street and Kapiolani Boulevard is particularly dangerous. This section has four lanes of one-way traffic plus two parking lanes, measuring 62 feet across in total, and including a .4 mile straightaway between lights. This ocean of uninterrupted concrete encourages cars to drive far faster than the posted speed limit of 25 miles per hour. The street width, high traffic speed, and unsignalized intersections also make Pensacola perilous for pedestrians. Pedestrians seeking to reach residential apartments on one side, or the two schools and two bus stops on the other, essentially must play a live version of Frogger to avoid the fast-moving cars without the aid of traffic lights. Considering average walking speeds (4 ft/sec suggested by the Manual of Uniform Traffic Control Devices) and a conservative estimate of 35 mph for the fastest cars along this stretch, pedestrians can only begin crossing if there are no

oncoming vehicles within 795 feet. Considering a slower 3 ft/sec walking speed, which would not be unreasonable for children, the elderly and disabled residents, the distance for safe passage expands beyond 1000 feet.

Please prioritize the safety of Honolulu residents and support this project.

Please read the above testimony in full and contact me if you have questions. I would speak in person, but I will be out of town on business.

Testimony
Attachment
Accept Terms
and 1
Agreement

Speaker Registration/Testimony

Name Christopher Tipton
 Phone 8083641056
 Email CATipton@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

I write to urge the Council to provide funds in the budget to build the protected bike lanes on Pensacola Street. Allowing for safe cycling should take priority over preserving parking spaces. Concerning the removal of the parking spaces along the Diamond Head side, I have three points: 1) Makai of King St are low density residential areas with minimal businesses. Removing these parking spaces should have minimal negative impacts. Adding the bike lanes will not only benefit the cyclists, but also provide a safer environment for pedestrians and students crossing Pensacola to get to McKinley High School.

2) Between Lunalilo St and King St there are only 6 spaces (excluding Sundays for church parking for First Baptist of Honolulu). These spaces are all between Beretania St and Young St, where there are at least 10 businesses. Assuming these spots are evenly used by these business' customers, each business gets the benefit of 0.6 parking spaces. Any loss in business from the removal of less than an entire parking spot will be more than made up from the increase in cycling traffic.

Written
Testimony

3) I walk my dog every day along Pensacola mauka of Lualilo St. And every day I see the same cars in the same locations, some parked legally and some not. At Makiki Plaza is the Corvette with the license plate "40th"; at Davenport are cars illegally parked in the loading zone for the convenience store; at Hassinger are always the same two cars blocking the two drive-ways; and finally one or two cars are parked too close to Lunalilo. These spaces are being used by squatters who rarely move their cars or those who have gamed the system by knowing their illegal acts will not be punished. The value of this lane is being concentrated to those parkers; replacing the parking with the bike lanes will provide more benefit to more people.

When my wife Laura & I moved to 1111 Wilder Ave in 2016, we had two cars. Laura began cycling her commute to UH Manoa. We quickly sold our second car, which was just squatting on the street. Providing a network of bike lanes into Town will enable others to safely change their commute from car to bike and potentially remove other such under-used vehicles. It is not sustainable for Honolulu, Hawai'i, or Earth for each person to have a car and a place to park it.

Testimony
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Speaker Registration/Testimony

Name Katie Cheng
 Phone 612-229-0958
 Email katherine.m.cheng@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

I write to strongly request that funds be provided for the Pensacola St. protected bike lane project.

I live in Honolulu and bike or walk far more often than I drive anywhere in town. Between my significant other and me, at least one of us is biking along Pensacola almost every single day. I am not as experienced of a biker, and having the protected bike lane along King Street makes me feel so much safer when I am biking out in town. However, whenever I have to turn off, either onto Ward or Pensacola, I am constantly terrified of all the cars. There are so many lanes of fast-moving traffic that I can't keep up with, and I don't think that they see me, especially when changing lanes. However, because of all the pedestrians using the sidewalks, I can't bike there either.

Written
Testimony

Having a mauka-makai protected bike lane would greatly increase my bike access to town. Right now, I only feel comfortable biking to places that are along the King St bike lane. Biking to Ala Moana is really difficult for me, and I would go there more on my bike if I had a protected bike lane. To me, biking around town is very important. Gas is expensive, especially here, and when I'm biking I also get the health benefits of some exercise. However, right now the network of bike lanes is limited, and places like Makiki are cut off from town and Ala Moana. I will only go to these places on bike if I really have to, and otherwise I just won't go, which is not good for my community.

Protecting the safety of people who only bike and walk around town, like me, should be the number one priority. Putting in the bike lane is not expensive, but will provide a marked increase in pedestrian and bike safety by giving everyone - walkers, bikers, and cars - their own designated spaces. Not funding the bike lane will only continue to risk the lives of people like my significant other and myself who have to use Pensacola/Ward nearly every single day. Because we have no other choice, we will still have to bike alongside cars who may not see us. Putting in a protected bike lane will help cars avoid bikers who will be biking along those roads one way or another because

we will all have our own spaces.

City Council needs to step up and do the right thing by everyone in the community, not just pandering to those who can afford to and choose to use their cars in town.

Where is the aloha spirit towards those of us who don't drive? If we can come together, we can come up with creative ways to make the situation work for everyone. This doesn't have to be cars versus bikes, even though it feels that way now. For example, parking rules in that area could be adjusted to accommodate local businesses so that the allowed times match how long people visit those businesses. City Council should be the one stepping up here to help resolve these questions, not just defunding projects that will bring great benefits to our community.

I hope City Council can be guided by the Aloha spirit and see that funding the protected bike lane on Pensacola is the right thing to do for our community. Mahalo.

Testimony
Attachment
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and
Agreement

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Speaker Registration/Testimony

Name Tommy A Noyes
 Phone 8086391018
 Email ThomasNoyes@hawaiiantel.net
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Organization
 Organization Kauai Path, Inc.
 Do you wish to speak at the hearing? No

Written
Testimony

I am writing on behalf of Kauai Path to urge you to provide appropriate funding for the Pensacola St protected bike lane project.

As visitors to Oahu, we appreciate improved safety for all of us who bicycling , and the Pensacola St protected bike lane will dramatically improve bicycle safety for anybody cycling along this documented high bicycle injury corridor (note: Hawaii Department of Health data shows a staggering 28 serious bicycle injuries requiring EMS response in the last 5 years on the Piikoi/Pensacola couplet).

Projects like this enable more people to bicycle, relieving traffic congestion and providing individual and community benefits. The Pensacola St protected bike lane will create a safe bicycle route to Makiki and Ala Moana/Kakaako that will enable more people to choose to bike. More people bicycling comes with many individual and community benefits – less pollution, doing our part against global warming, reduced household transportation expenses, less congestion/parking demand, improved quality of life, and more street safety. Bicycling has increased on King St by 125% and on South St by 381%!

Completing this project will also Improve safety for those walking. It will improve safety for pedestrians because people on bikes will have a designated place to ride instead of the sidewalk, and it will reduce pedestrian crossing distances. Hawaii Department of Health statistics have shown a reduction in pedestrian injuries on King St following implementation of the King St protected bike lane.

Testimony
Attachment

Accept Terms
and Agreement 1

Speaker Registration/Testimony

Name Doug Fitch Schwartzsmith
 Phone 8083833684
 Email fitchdoug@yahoo.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization

Do you wish to speak at the hearing? No

Written Testimony

Aloha, I support bill 15 regarding funding for the proposed Pensacola St bike lane. A lane here will, first and foremost, add safety to bicycling on this busy street. This will provide additional buffer for pedestrians as well. The presence of the lane and its users will encourage others to seek alternative means of transportation. We live in an ideal place for non-car travel: We have expensive gas, traffic jams, health problems related to obesity, and perfect weather.

An unrelated thought: Turn the remnants of the train disaster into a bikeway. Use additional fund for bike stations that will rent Biki, provide sheltered bike parking. Include public showers with attendants cleaning frequently and the security guards. This would further save money over the train and help achieve other health, transportation, and financial goals. Consistent jobs would be created as well. It's only pipe dream at the moment!

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Brian Fukumoto
Phone	8082957229
Email	fukumoto.brian@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please reinstate funding for the Pensacola bike lanes to prioritize safety for cyclists.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Joy Higa
Phone	8083846927
Email	Joyhigajoyhiga@gmail.com
Meeting Date	05-02-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please prioritize bike safety and restore funding for the Pensacola bike lanes.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Brendan Burns
Phone	8083828660
Email	Brendanburns21@al.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please prioritize safety & restore funding for bike lanes on Pensacola Street.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Randy Ching
 Phone 808-942-0145
 Email makikirandy@yahoo.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

I would like to see funding for the Pensacola St. protected bike lane project. I have bicycled on Pensacola St many times and have always been apprehensive about the traffic. No obvious place for bicycles and so many cars!

Written Testimony

A protected bike path would be extremely helpful for cyclists. Plus it would take bicycles off of the sidewalks and make it safer for pedestrians.

Mahalo for your consideration.

Testimony
Attachment

Accept Terms and Agreement 1



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON BUDGET
Tuesday, May 15, 2018 — 9:00 a.m. — Committee Meeting Room

Ulupono Initiative Strongly Supports the funding for the Pensacola Street Bike Lane Project in Bill 15

Dear Chair Ozawa, Vice Chair Kobayashi, and Members of the Committee:

My name is Murray Clay and I am Managing Partner of Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and better management of waste and fresh water. Ulupono believes that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

Ulupono strongly supports the funding for the Pensacola Street Bike Lane Project in Bill 15, because we believe that clean multimodal transportation is a key component of Hawai'i's renewable energy future and essential to our future prosperity.

Ground transportation represents approximately 25 percent of Hawai'i's energy consumption, and automobiles are the primary mode of transportation for residents and visitors. To reduce imported fossil fuel use in Hawai'i, we need to encourage the use of alternative modes of transportation such as bicycling. Ensuring the roadways accommodate all modes of transportation, by adding protected bike lanes and other complete streets concepts, unlocks the many benefits of multimodal transportation. These benefits include healthier and active communities, alleviated congestion, reduced demand for parking, and lower household transportation costs.

On average, transportation costs are the second largest household cost only behind housing. Thus, enabling significantly cheaper modes of transport can have a major impact on the livelihood of those living on Oahu, particularly given the high cost of housing and living in Hawai'i. Protected bikeways help unlock this value, so it is much more than just improving our clean, healthy, affordable, alternative transportation options, it can be an economic driver across the community.

Currently, the City and County of Honolulu lacks sufficient bicycling infrastructure. The proposed Pensacola Street protected bike lane is crucial to connect urban Honolulu.

Investing in a Sustainable Hawai'i



Connected and protected paths for bikers allow for safe, efficient, and accessible travel, which greatly facilitates increased ridership. As more dedicated bicycle lanes are installed, ridership will increase, and bicycling will become more commonplace. Furthermore, making Hawai'i more bike friendly aligns with the state's 100 percent renewable energy goal and the counties' pledge to eliminate fossil fuels from ground transportation.

Bicycling and multimodal transportation, however, require dedicated support. In 2012, the Honolulu City Council adopted a "complete streets" policy and ordinance (12-15). Since then, the City has been implementing projects like protected bike lanes on King Street. It is important to continue funding and implementing bicycle lane and complete street projects, as each project only further substantiates the value to users and the general public. UluPono strongly supports the City's long-term dedication and commitment to a fully integrated multimodal transportation system.

UluPono was an early supporter and funder of Biki, Honolulu's new bikeshare program. During the first six months of operation, a total of 360,729 rides were taken on Biki, with nearly two-thirds of those trips taken by residents. Biki's initial success and growing ridership is evidence of the possible positive results of building out bicycling infrastructure. Having more protected bicycle lanes would encourage further usage of bicycling, and Biki bikes, and help Hawai'i transition to a clean renewable energy future.

As environmental issues become ever more complex and challenging, we appreciate this committee's efforts to look at policies that improve the quality of life for the people of Hawai'i.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner

Speaker Registration/Testimony

Name	Rachel Williamson
Phone	8082952045
Email	rachelkw@hawaii.edu
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 14 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	Bike paths are an important component to reducing Hawaii's reliance on cars and fossil fuels. Bicycling is also a lower cost mode of transportation, one that many residents must utilize as the cost of living here in Hawaii is so high. I believe that it should be a priority for the City and County of Honolulu to fund infrastructure that supports bicyclists. Please put the funding for the Pensacola Bike Lane back into Bill 14.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Brian Huffman
 Phone 8084399807
 Email honoluluuffman@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill ~~14~~ 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony I am writing to support Pensacola St Protected Bike Lanes. They are important and should be funded so they can move forward and making our streets safer for cycling. I am a cyclist and feel Honolulu needs more safe bike lanes. We lack any mauka to makai options that would connect up with King. Pensacola would do this. I live in Makiki and need safe options. I also use Biki bike share. Biki is set to expand to Makiki. In order to make Biki and bicycling a real transportation option, a safe dedicated bikeway linking Makiki to the rest of the city is essential.

Funding this is a no-brainer. Biking is good for health, the pocketbook, the environment, and it's fun! We need to build the bikeway network so people can feel safe bicycling!

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Rance Yamamoto
Phone	8086779206
Email	rance.yamamoto@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Let's make it safer for bike riders. Please restore funding for the bike lanes on Pensacola.
Testimony Attachment	
Accept Terms and Agreement	1

From: CLK Council Info
Sent: Thursday, May 10, 2018 1:27 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Millie Ng
Phone 8085614453
Email millieng808@gmail.com
Meeting Date 05-15-2018
Council/PH Committee Council
Agenda Item Bill ~~14~~ 15
Your position on the matter Comment
Representing Self
Organization
Do you wish to speak at the hearing? No

Written
Testimony

I recently retired and started bike riding for health and recreational purposes. Using the protected bike lanes has definitely been an asset to improving the safety for bike riders and for vehicles. I strongly support funding for added bike lanes to expand overall safety. With the Biki Program, more bike riders are using bicycles as part of their means of transportation. More bike lanes will reduce the likelihood of accidents occurring. Thank you for your continued support of Complete Streets!

Testimony
Attachment

Accept Terms
and Agreement 1

Speaker Registration/Testimony

Name	Eric Hermosura
Phone	8084556977
Email	Ehermosira@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I'm a user of bike lanes in Honolulu. The city should continue supporting bike safety and access. I recently went to Amsterdam and hope that Hawaii can reach that level of bike usage.
Testimony Attachment	
Accept Terms and Agreement	1



McCULLY-MÖ'ILILILI NEIGHBORHOOD BOARD NO. 8

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817

PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET <http://www.honolulu.gov/nco>

April 20, 2018

The Honorable Ernest Y. Martin
Chair and Presiding Officer
and Members of the
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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2018 APR 24 P 4:01
CITY COUNCIL
HONOLULU, HAWAII

Dear Chair Martin and Councilmembers:

Subject: Public Hearing Testimony on Bill 15 (2018), CD1

I understand that the City Council is considering cuts to the budget of the newly created Department of Land Management (DLM). I offer the McCully-Moiliili Neighborhood Board's experience with this department for your consideration.

DLM staff have attended our board meetings to provide information on two developments in McCully-Moiliili at 1902 Young Street and 1936 Citron Street. The DLM staff attending the meetings and available to us outside of meetings have been a useful source of information. The staff have also served as points of contact to help efficiently address community concerns, cutting down on the standard delay between meetings that we must typically wait for responses to other questions. Moreover, this process appears to have provided some additional accountability and transparency for these public projects.

Honolulu's high cost of living alongside its limited housing supply has the ability to create insecure living situations for families and individuals. I appreciate the DLM's analysis of property in our neighborhood to equitably share the City's public resources with our residents. These developments will contribute to the wellbeing of our neighborhood.

Thank you for your consideration as you make an important decision about the budget and the services the community receives from its tax dollars. Should you have any questions, please contact me at tstreitz.nb8@gmail.com.

Sincerely,

Tim Streit
Chair



HAWAII

1003 Bishop St.
Pauahi Tower, Ste 740
Honolulu, HI 96813
T 808 524 8694
F 808 524 8565
tpl.org

April 16, 2018

Via Email

The Honorable Ernie Martin, Council Chair
The Honorable Trevor Ozawa, Budget Committee Chair
The Honorable J. Ikaika Anderson
The Honorable Brandon Elefante
The Honorable Carol Fukunaga
The Honorable Ann Kobayashi
The Honorable Joey Manahan
The Honorable Ron Menor
The Honorable Kimberly Marcos Pine

RE: Budget Bill 15 (2018) CD 1.

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Retired Educator, Farmer

Carol Wilcox
Author

Race Randle
Howard Hughes Corp.

Aloha Chair Martin, Budget Chair Ozawa, and Council Members:

The Trust for Public Land strongly supports restoring full funding to the Department of Land Management. Since the 2016 election, the Department of Land Management has formed a new Clean Water & Lands Commission with appointments from this Council and the Mayor, established clear and transparent policies and procedures for grant applications (increasing the grant application cycle by allowing applications to be submitted twice instead of once a year), clarified ranking procedures by the Commission, and closed the Kānewai Spring project in 2017. Without sufficient staffing, projects in all of the councilmembers' districts may suffer. Currently, the Department is working with The Trust for Public Land to close Pu'ukua, a 4-acre inholding next to Hale O Lono Heiau in Waimea Valley, said to be the burial site of high priest Hewahewa. In addition, the Department is working with The Trust for Public Land and Councilmember Ozawa on moving the Aina Haina Nature Preserve expansion forward as quickly as possible.

In 2006, environmental and affordable housing advocates collaborated to put on the ballot proposed charter amendments that voters passed by wide margins, creating the Affordable Housing Fund (.5% of real property taxes) and the Clean Water and Natural Lands Fund (.5% of real property taxes). The Department of Land Management now administers both of these critically important funds and is working hard to establish affordable housing for Honolulu residents and protecting special places throughout our islands. The Department's services are sorely needed. Mahalo for your continued support of the Clean Water & Natural Lands program.

Mahalo,

Lea Hong, Hawaiian Islands State Director





DOING THE
MOST GOOD

Founded in 1865

William Booth
Founder

André Cox
General

Kenneth G. Hodder
Territorial Commander

John Chamness
Lani Chamness
Divisional Leaders

The Salvation Army

Hawaiian & Pacific Islands Division

May 1, 2018

Chair and Presiding Officer Ernest Y. Martin
City and County of Honolulu
530 S. King Street,
Honolulu, Hawaii 96813

Dear Chair Martin,

RE: Support of Bill 15, CD 1

I am writing to support Bill 15, CD 1 which provides the inclusion of the Salvation Army in the list of recipient agencies for Grant in Aid 2019. Our application received a score of 85.05%, however, it was denied based on previous criteria.

Grant in Aid funds are well spent through the Salvation Army Family Services Office (FSO). The 2017 GIA of \$125,000 helped 50 households. Fourteen were sheltered homeless and 3 were unsheltered homeless. The FSO diverted 33 households across the districts of Oahu on the verge of homelessness through financial assistance. We provided life skill workshops so they can remain permanently housed. We have exceeded our annual deliverables and offered emergency rent assistance to those who need temporary help. In addition to the weekly food distribution, FSO has given away food and clothing vouchers.

Also, in the last 12 months, partnering with the Red Cross, The Salvation Army Family Services Office provided crisis response to the fire victims of Marco Polo, the Nuuanu fire in February and the flooding in Waimanalo. We have helped to permanently house families, provided temporary lodging, and worked with the disaster recovery teams to help those in need.

The Family Services Office of The Salvation Army is the frontline provider of emergency assistance for residents of Oahu. The withdrawal of support to The Salvation Army can mean devastating repercussions to hardworking, at-risk families who may need a place to turn to in times of emergency or unexpected need.

Thank you for your service to our community,

/Anna Stone, MPH
Director, Family Services Office



Aloha United Way
Hawaii Island United Way
Kauai United Way
Maui United Way

Our AUW Designation
Number is 96450

P.O. Box 620 • Honolulu, Hawaii 96809-0620 • Tel: (808) 988-2136 • Fax: (808) 988-5285
Visit us at: www.Hawaii.SalvationArmy.org

Speaker Registration/Testimony

Name	Loren Nowatzki
Phone	8088392125
Email	olezki@yahoo.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Prioritize bike safety and restore funding for the bike lanes on Pensacola.
Testimony Attachment	
Accept Terms and Agreement	I

Speaker Registration/Testimony

Name	Tinteru Jack
Phone	8084721720
Email	tinteru@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	At least restore funding for the Pensacola bike lanes makai of Lunailo.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Mark Koller
 Phone 8086819702
 Email mkollerjr@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written
 Testimony

I am writing to request providing funding for the Pensacola St. Protected Bike Lane Project. Pensacola is not only a major route for cars, it's an important route for cyclists. Automobiles are usually travelling at a high rate of speed on this street, and providing a dedicated bike lane will improve safety for vulnerable cyclists. This bike lane would provide an important connector between Makiki and Ala Moana, which would encourage more people to ride bikes who are currently daunted by the automobile traffic. I have heard arguments that adding the bike lane would hurt the local businesses. I disagree with this argument. One of the main reasons I do not go to a favorite coffee shop on Pensacola more often is because it is difficult to reach by bike (not to mention lack of bike racks). Improving pedestrian and cycling infrastructure would bring more business. Our roads should be about improved mobility for everyone, and not be prioritized for publicly subsidized on-street parking.

Testimony
 Attachment
 Accept Terms
 and 1
 Agreement

Speaker Registration/Testimony

Name Aaron Dengler
Phone (808)375-9263
Email aadengler@gmail.com
Meeting Date 05-15-2018
Council/PH Committee Budget
Agenda Item Bill 15
Your position on the matter Support
Representing Self
Organization Avengineering
Do you wish to speak at the hearing? No

Written Testimony Recent events such as the triathlete who was severely injured continue to highlight the need for safer street conditions for bicyclists and vehicular traffic. Funding bike paths will directly impact urban safety. Please reinstate the monies allocated to this project. It may save a life. Thank you!

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Laurie Sugue-Tabisola
Phone	808-343-1746
Email	lauries@hawaiianprop.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I request they restore funding for the project. This will make bikers commute to be safer.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Yang Li
Phone	8087282791
Email	yangli@hawaii.edu
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please build the bike lanes on Pensacola Street to provide safety for the bike riders.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Samson Chun
Phone	8083876713
Email	skchuntravel@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I want to feel safe biking to Ala Moana from Makiki. Please restore the funding to the Pensacola bike lanes.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Lynn bailey
 Phone 808 586 4353
 Email sk1tter@yahoo.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? Yes

I strongly support bike lanes along Pensacola and Ward and request funding be restored. I am a resident of Makiki and bike to work in Pearl City. As a long-time cyclist who has been hit by cars six times since 2003 (twice on Ward), I go out of my way to use protected bike routes where possible. When those routes don't exist, traffic slows and some drivers become agitated or confused when trying to share the road with cyclists and pedestrians.

Pensacola Street gives me direct access to businesses in Kakaako and at Ala Moana Mall. Although I own a car and pay over \$300 per year to register it, I prefer to run errands on my bike. That means that I am more likely to shop at businesses I can safely bike to and where I can safely park my bike when I get there. Right now I avoid the mall unless I have to go there.

Written Testimony It makes sense to put in these lanes with staggered lights for pedestrians, bikes, and vehicles now. It is cheaper to do so during planned construction than later when it would cost more. It also makes sense to do so now so roads will be safer for tourists taking advantage of bike shares to/from the mall and points of interest.

Honolulu has reputation among national planning and design groups as being far behind other cities when it comes to designing roads safe for pedestrians, cyclists, and multi-use. To me, that is an embarrassment and a shame. Right now we have an opportunity to catch up with cities like Pittsburgh and Minneapolis while making life better for our citizens and visitors. That would be nice to put on a tourist brochure!

I moved here with the military in 1998, and kept my California voter registration for a long time. In recent years I switched my registration to Hawaii so I am eligible to vote for issues like this that directly affect my life. Thank you for your support.

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Rita Young Riggs
Phone	808 735 1325
Email	ryoungriggs@earthlink.net
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bike lane Pensicola
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I support the bike lane
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Greg Voelkel
 Phone 8508196169
 Email voelkel.greg@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written
 Testimony

I strongly support funding the bike lane on Pensacola St. This is a desperately needed north-south connector for Honolulu's bikeway network. For Honolulu to move away from being a congested, polluted car based city, safe passage for cyclists and pedestrians must be a connected network to the main commercial areas and neighborhoods of the city. Personally I never feel safe on the ride from Ala Moana to Makiki which I do at least once a week on either Pensacola or Piko St. If parking spots are the main area of concern, city planners should take note that street parking increases traffic congestion and safety hazards as they consume a lane, force pedestrians into oncoming traffic and block traffic as cars attempt to parallel park. Perhaps there is a parcel nearby that can be rezoned for a parking garage. In addition, some of the 30 contentious parking spots on Pensacola St are occupied by "permanent" vehicles. I know there is a van just north of Kapiolani that has flat tires and is being used for storage. I strongly urge the budget committee to fund Bill 15 for a bike lane on Pensacola St which will make the city a safer and better place.

Testimony
 Attachment
 Accept Terms
 and 1
 Agreement

Speaker Registration/Testimony

Name Robert Hauff
 Phone 8082955853
 Email rhauff@hotmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony I urge the committee to restore the funding for the Pensacola St. protected bike lanes to the budget. As a cyclist and motorist, I recognize the importance of making Honolulu streets safe for all. The protected bike lanes make a huge difference for a tiny cost. Please restore this item to the budget to improve both bicycle and pedestrian safety.

Mahalo,
 Rob

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Laura Tipton
 Phone 5713316069
 Email tipton.laura@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

I am writing to you today to ask you to support funding of the Pensacola Street Protected Bike Lanes. The bike lanes, connecting Makiki to Kakaako and the rest of the current system of bike lanes would benefits to me personally, to my growing family, and to the community as a whole.

Personally, at least one evening a week I bike from Ala Moana to Makiki, currently on Piikoi Street. As it currently stands, I ride in the street because the sidewalks are too narrow and often have pedestrians on them. This is a less than ideal situation as it places me in close proximity to cars whose drivers are not always looking for bikes. It also means that I am acting as another vehicle in the line at every red light during rush hours, contributing to the congestion on Piikoi Street. A dedicated bike lane on Pensacola Street would be a much safer, more comfortable, alternative for both myself and the cars.

Written
Testimony

For my family, my husband and I moved to Makiki about a year ago with two cars. After a couple of months, we realized my commute would be easier on a bike and chose to sell our second car. Now, we are expecting a child in the fall. Having a protected bike lane on Pensacola Street will allow us to take the child around safely in a bike seat rather than taking the car for short trips such as to the doctor's office. The bike lane would also allow others the opportunity to do as we did and move from a two-car to a one-car family, thus freeing additional street parking spaces in the neighborhood.

Benefits to the community from bike lanes, such as the ones proposed for Pensacola Street, have been shown to include improved safety for bicyclists and pedestrians, and reduction of pollution. Provided with sufficient bike parking in addition to bike lanes would provide potential additional customers to business along the street. These benefits would improve our neighborhood and island home.

Thank you for your time and consideration of my testimony. I hope it has helped convince you to return funding to the Pensacola Street Bike Lanes.

Signed, Dr. Laura Tipton

Testimony
 Attachment
 Accept Terms
 and Agreement

1

Speaker Registration/Testimony

Name Dorian Cuccia
 Phone 8089882018
 Email DCuccia808@aol.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony I would like to have funding restored for the construction of protected bike lanes on Pensacola. Protected bike lanes make commuting by bike much more safe not only for bike riders but for motorists to see the bike riders and understand the rider's movement. I have used the King St. cycle track frequently and it is a Godsend. Thank you for reading. Sincerely, Dorian Cuccia

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Daniel Meier
 Phone 808-741-4832
 Email dani@danielmeier.net
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Aloha,

I use Pensacola St as a commuter most days of the week. I commute by car approx 3 times per week, and commute by bicycle (via King St bike path) approx twice per week. I live in Kalihi Valley and commute to the Ala Moana building on Kapiolani Boulevard.

I have seen a strong shift towards more bicycles being used in this area (rental bikes are a major factor), and I urge for improvement of infrastructure to accommodate this. Bicycle riders and car drivers should be protected from collisions, best via a protected bike path.

Written
Testimony

There are no good alternatives here - Piikoi and Keeaumoku are very dangerous for bike riding, and a bike path connection between the Ala Moana Center and King St is sorely needed.

If there are problems with the planned protected bike lane as a whole (due to concerns from businesses regarding parking), then please at least complete it between King St and Kapiolani Blvd/Waimanu St. This is the part that I believe will be most used and it won't affect parking nearly as much.

Thank you for considering my comments.

Daniel Meier, Psy.D.

Testimony
Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Jose Falla
Phone	3238779054
Email	Efallaj@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I'm a cyclist and feel safer with a bicycle lane. Please restore the funding for Pensacola bike lanes as I am a tax payer.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Jonathan Nery
Phone	9791281
Email	Jnnery23@hotmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I support the Pensacola bike lanes. I think they'd be an asset to the community and to the biking community at large. I humbly request the funding for these bike lanes to be restored.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Melanie Lander
 Phone (808)587-2877
 Email melaniemetal@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Biking to work each day helps me to stay healthy, save on parking fees, and do my part to contribute to the Hawaii Clean Energy Initiative. Since the opening of the King Street Bikeway and introduction of rental bikes (Biki) I have seen a positive influx of both bicycle commuters and tourists on our roads whom would otherwise be in cars.

In order to empower bicyclists to switch from vehicles to bikes you must continue to ensure their safety, provide reasonable commuting options in multiple guarded lanes (one mauka-makai option simply cannot serve a city of over a million people), and indicate that their needs are equal to those commuting in cars. As long as bicyclists feel unsafe and underserved in Honolulu, bicycle commuters will continue to be a small population.

Written Testimony
 There are so many reasons to support protected bike lanes on Nuuanu Avenue, Liliha Street, Ward Avenue, and Pensacola Street. Honolulu should be the premier bicycle-commuting city in America—it's completely flat, we have tremendous weather almost year-round, and it is a beautiful way to get to work. But without the support of the City Council none of these assets will matter.

Instead, as our population rises we continue to invest millions in our roadway infrastructure with pennies on the dollar going to support the development of bikeway infrastructure. City Council, more cars mean increasing waste heat from combustion warming our urban areas and more impermeable parking spaces taking away our urban canopy. Bicycles don't need large parking spaces, leaving more space in our city for productive uses. Bicycles don't emit heat or pollution (noise and environmental). Bicycles encourage the population to stay fit and healthy through an active commute. They also support the city's affordable housing and transportation initiatives by providing an option for those who cannot afford cars to get to work.

Thank you for your continued support of the Bikeway Fund.

Speaker Registration/Testimony

Name Suzanne Canevari
Phone 808
Email suzannecanevari@gmail.com
Meeting Date 05-15-2018
Council/PH Committee Budget
Agenda Item Bill 15
Your position on the matter Oppose
Representing Self
Organization Le Jardin Academy
Do you wish to speak at the hearing? No

Written Testimony Pensacola St Protected Bike Lanes are important and I am requesting that you restore funding for the project. This will enable safer bicycle commuting and improved pedestrian safety as well as encourage healthier lifestyles for the Honolulu community.

Testimony
Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Courtney Cacace
 Phone 650-520-3254
 Email courtney.cacace@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony

I am very disappointed to learn that funding for the Pensacola St Protected Bike Lane has been removed from the budget. I live in Moiliili and work in Downtown. I ride the King Street Cycle Track to and from work everyday. I had not owned a bike since I was in grade school. It was not until the King Street Cycle Track opened that I started biking, because I did not feel safe bike without this safety measure. I now also use the South Street Bike Lane to get in and out of Kakaako, and have branched out to ride some with vehicle traffic. This has changed my life! I have a sedentary and high stress job. This additional exercise and fresh air has made a world of difference in my stress level and overall health. The more bike lanes we add the more we open this opportunity to others, and take steps toward becoming a more healthy and active community. My boyfriend lives in Makiki and works Downtown. The Pensacola St Bike Lane would provide a safe bicycle connection for both of us between each others homes and our offices. I am sure this bike lane would serve others similarly. Further the addition of more bike lanes, makes biking more viable and actually makes biking on other streets that lack bike lanes safer, because motorists are more used to seeing and understanding they need to be aware of cyclists. Please consider restoring funding for the Pensacola Bike Lane, Mahalo!

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Keopulaulani Reelitz-Ubay
Phone	7737582211
Email	keopu.reelitz@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I'm writing to beg you restore funding for the Pensacola St. Protected Bike Lane. We need it for our Makiki community. Please find attached my testimony strongly urging you to restore this funding.
Testimony Attachment	20180512102544_Reelitz.Bill_15_CC_2018_Testimony.pdf
Accept Terms and Agreement	1

Keopulaulani Reelitz-Ubay

1822 Punahou St. Apt. 11, Honolulu, HI 96822 - keopu.reelitz@gmail.com - 773-758-2211

May 12, 2018

Re: Restore Pensacola Protected Bike Lane Funding

Dear Committee Members:

I'm writing to beg you restore funding to the proposed Pensacola Protected Bike Lane. This additional infrastructure will serve bicyclists, pedestrians and community members alike.

I am a working mother of a toddler and another on the way. I live in the Makiki area. I frequently commute to work downtown by bike (even now at 5 months pregnant) and ride recreationally on the weekends. After hours of riding and countless rides, I can say that we desperately need a protected bike lane connecting Makiki to King St.

The King St. Protected Cycle Track has truly been such a breath of fresh air. Before the cycle track, I always convinced myself that commuting to work downtown by bike was too dangerous. About a year ago, when my son was just nine months old and after I witnessed more and more riders on the cycle track, I decided to try commuting by bike. I have enjoyed the freedom and convenience of commuting by bike regularly.

As my pregnancy progresses, I am increasingly aware of how dangerous it is to ride between Makiki and the King St. Cycle Track for commutes and recreational rides. I am extremely comfortable riding in traffic, so please know that it says a lot that even I get anxious connecting to and from Makiki. There are times when I even ride on the sidewalks because it's so unsafe. I then become a danger to pedestrians.

Makiki is one of the most densely populated residential areas in town. Bicycles help ease both traffic and parking woes. We can see some of this already happening with more and more cyclists making use of King St.

Makiki residents deserve infrastructure to make bicycling in our neighborhood safer. We also deserve to have our sidewalks safe and free of bicycles and other fast-moving vehicles. A protected lane connecting Makiki to King St. Cycle Track is imperative for the safety of cyclists and pedestrians. It is also important for me as a mom to continue to ride my bike safely and to one day feel safe enough to take my kids riding too.

Please restore funding for the Pensacola Protected Bike Lane -- for Makiki residents, cycling moms and future cyclists (my kids) to come.

Respectfully,

Keopulaulani Reelitz-Ubay

Makiki resident, working mom, devoted cyclist and perpetual pedestrian

Speaker Registration/Testimony

Name	Chelsey Robinson
Phone	8082024554
Email	Clmoore859@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	The bikes lanes are eco friendly, provide for safety for the cyclists, and allow the use of biking for commuting instead of driving. Please support of bike lanes for the reasons above.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Donny Robinson
Phone 8084767741
Email Donnymusic@gmail.com

Meeting Date 05-01-2015

Council/PH
Committee Budget

Agenda Item Bill 15

Your position on
the matter Comment

Representing Self

Organization

Do you wish to
speak at the
hearing? No

Written Testimony I ride on Pensacola from Wilder 5 days a week. Heading north there are many pedestrian on the small sidewalks. The H1 on ramp makes the road high car trafficked and dangerous to bikes. Please find the bike lanes.

Testimony
Attachment

Accept Terms and
Agreement 1

Speaker Registration/Testimony

Name Ron Dugay
 Phone 8082825868
 Email rcdugay@hawaii.rr.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony

1. Remember to start by saying you writing to request by provide funding for the Pensacola St protected bike lane project.
2. The Pensacola St protected bike lane will dramatically improve bicycle safety for those currently cycling along this documented high bicycle injury corridor – Hawaii Department of Health data shows a staggering 28 serious bicycle injuries (requiring EMS response) in the last 5 years on the Piikoi/Pensacola couplet.
3. The Pensacola St protected bike lane will create a safe bicycle route to Makiki and Ala Moana/Kakaako that will enable more people to choose to bike. More people bicycling comes with many individual and community benefits – less pollution, doing our part against global warming, reduced household transportation expenses, less congestion/parking demand, improved quality of life, and more street safety. Bicycling has increased on King St by 125% and on South St by 38%

It will improve safety for pedestrians because people on bikes will have a designated place to ride instead of the sidewalk and it will reduce pedestrian crossing distances – Hawaii Department of Health statistics have shown a reduction in pedestrian injuries on King St following implementation of the King St protected bike lane.

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name BRIAN CANEVARI
 Phone 8082222377
 Email kokua@kokuabikesusa.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? Yes

Written Testimony
 I am writing to request that funding be provided for the Pensacola St. Protected Bikeway. the bikeway would provide safety for those bicycling as well as those driving. Everyone will have a place to be, so bikes will not ride on sidewalks or zig zag around and through traffic. In asking my wife's friends why they do not bike, they always respond that if there is a protected lane, they use it, just like the lane on King Street. This will also improve pedestrian safety. I travel often for work, and just returning from New York City, the vast network of protected bike lanes create a more livable, equitable city allowing for multiple modes of transportation. Fund this project so we can continue to develop our community with biking as transportation.

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Patrick aque
Phone	4504022
Email	Aque32595556@gmail.com
Meeting Date	05-01-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	It would be safe for the bike lanes on Pensacola because of the school. We would not need to razzle dazzle on the sidewalk on and off the curb around the school children. It would reduce collisions between cars and bicycles. It would be better to have the funding.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	George Cordero
Phone	9167430017
Email	Georgeismael89@gmail.com
Meeting Date	05-05-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I support bike lanes due to its benefits for the community and the environment. I strongly propose restoration of the budget for the Pensacola bike lanes. Thank you for your time.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Mickey Weems
Phone	6147461778
Email	Mickeyweems@yahoo.com
Meeting Date	05-02-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I use the bike lanes on King almost every day. I believe it has saved my life more than once. Any funding towards better and more bike lanes would save lives.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name	Patricia Blair
Phone	7148659217
Email	patricia.karaffa@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	20180511205934_City_Council_testimony_5-15-18.doc
Accept Terms and Agreement	1

I respectfully ask the members of the City Council to consider my experience and position regarding the proposed protected bike lane on Pensacola Street. I live in Makiki at Wilder and Thurston and often commute to work, shopping, and recreation by bike. My reaction to hearing the city's plans to install a protected bike lane on Pensacola was relief. I was excited and happy to hear that I could finally ride my bike safely to work, at King and Keeaumoku. I have had many experiences of being honked at, yelled at, and passed too closely on Piikoi Street while returning home on my bike. I am forced to take this route because there is no safe mauka-makai connection for bicycles on Pensacola, Piikoi, Keeaumoku, or Punahou, where bicycles have a protected, designated area. I feel my only option is to essentially endanger myself in order to get home. I was saddened and angered to hear that the City Council is considering removing funding for the Pensacola project, because you are putting those of us who commute by bike at a safety risk. Though I have a car, I often choose to commute by bike, because we all know how poor the traffic and parking is in Honolulu. I am trying to take active measures to alleviate this problem by avoiding driving in this densely populated area. I feel people like myself should be rewarded for making a responsible choice when commuting, one that does not pollute the air and increase traffic, rather than being punished by taking away what little space we have to make the streets safe. Some of our community members, such as children and elders, do not have alternatives for how to get around safely. Some of them must walk or bike to get where they need to go, and it is our responsibility as a community to ensure that everyone can transport themselves safely. I strongly urge you to consider my personal safety, our community's safety, and the 10% of Honolulu residents who

Speaker Registration/Testimony

Name	ian Hirasa
Phone	8082288879
Email	ihirasa@gmail.com
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Cycling burns fat not oil - please restore funding for the Pensacola bike lanes.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Rebecca Covert
 Phone 808-523-8150
 Email beckycovert@hawaii.rr.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony

I am requesting that the City Council restore the funding for the Pensacola Street Protected Bike Lanes. I bicycle to work 3-4 times a week when weather permits and have been using the bike to get to and from work since the dedicated lane opened on King Street. Since I started biking to and from work in August 2017 I have noticed a rapidly increasing use of the lane by cyclists as well as the other bicycle lanes created in the past several months. A commitment to safe access to the roads by cyclists warrants a bike lane on Pensacola Street. I am aware of the concerns of residents who park on that street and business who want customer access to parking stalls. To achieve diverse means of transportation some adjustments are inevitable. Pensacola is an ideal street to feed into the King Street bike lane to encourage even more residents to take to the bikes as their means of transportation. I strongly request that funding be included in the budget for the Pensacola Street Protected Bike Lanes. Unfortunately I am unable to appear in person. Thank you for considering my testimony.

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name John Rogers
 Phone 8083304540
 Email jhr@hawaii.rr.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony Please provide funding for the the Pensacola Street Protected Bike Lane Project. Honolulu needs more safe cycling and pedestrian routes makai to mauka. The price of oil has been increasing and more people will want to find ways to save money. You have been elected to represent all the people. You know that upgrading our roads to allow for all users to be safe is the right thing to do and it is the law. Please do the right thing and provide funding for the Pensacola Protected Bike Lane Project.

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name	Jonathan Cabebe
Phone	8087798124
Email	jcabebe@hawaiiantel.net
Meeting Date	05-15-2018
Council/PH Committee	Budget
Agenda Item	Bill 15
Your position on the matter	Comment
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I support funding of the Pensacola Bike Lanes because it will help get more cars off the road.
Testimony Attachment	
Accept Terms and Agreement	1

Speaker Registration/Testimony

Name Steven Yoshioka
 Phone 808-590-0731
 Email skoshi411@gmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written
 Testimony

I am writing to support funding for the Pensacola Protected Bike Lane project. My 12 year old son rides his bicycle to school, he generally has to use sidewalks, shoulders and unprotected streets to ride. Though he doesn't use Pensacola directly, his riding to school is a fantastic way to to teach him responsibility, independence, and using sustainable transportation. We wish we had more protected bike lanes to safely move around and it is a great investment for the future of Honolulu.

Testimony
 Attachment

Accept Terms
 and Agreement 1

Speaker Registration/Testimony

Name Yang Lei
 Phone 8082033256
 Email rathgrrr@hotmail.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony Pensacola St Protected Bike Lanes are important and I am requesting the government to fund the project so it can move forward make our streets safer for cycling. I commute from home to work by bike almost everyday (except heavy rain) for 5 years. I mainly use the King street bike lane since it has been built. The bike lane makes my daily ride much safer. And riding bike to work is green and low carbon than driving cars. I also ask government to consider building protected bike way to cover downtown area. Bikers should have the same right as drivers. Bike lane is not only good for bike riders, it also makes drivers to pay extra attention when turning or entering/exiting a driveway, help keep them from hitting biker. So for both party's benefit, bike lanes are very necessary. Please support! Thank you!!

Testimony Attachment
 Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Emmaly Calibraro
 Phone 8084780069
 Email ecalibraro@gshawaii.org
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item BILL 15 (2018), CD1
 Your position on the matter Support
 Representing Organization
 Organization Girl Scouts of Hawaii
 Do you wish to speak at the hearing? Yes

Written
 Testimony

Over the past century Girl Scouts of Hawaii has been acutely focused on dispelling gender stereotypes and creating safe, illuminating spaces for girls from all backgrounds to learn and grow. Our curriculum is specifically designed to meet girls' developmental needs and is informed by rigorous research carried out by the national Girl Scout Research Institute. Our hands-on STEM learning activities spanning earth science, water conservation, energy awareness, and citizen science projects complement academic studies at all grade levels. In partnership with the City and County GIA, we have been able to expand our delivery from 80 girls, in Title I schools, to 140 girls in two years' time.

Through our outreach After School Leadership Program for grades K-8, Girl Scouts of Hawaii will reduce barriers of cost and logistics so that 150 underserved girls from low-income communities on Oahu (areas like Waianae, Nanakuli, Ewa Beach, Palolo, Kahuku and more) can benefit from Girl Scouting. Research suggests that girls of lower socio-economic status gain the greatest benefit yet have less access to leadership development, STEM learning activities and after school programs compared to their more affluent peers.

We ask that you please support Bill 15 to provide funding for the Girl Scouts of Hawaii After School Leadership program that targets Title I schools on Oahu.

Testimony Attachment 20180514103437_Testimony_May_15_2018.docx

Accept Terms and Agreement 1

Girl Scouts of Hawaii written testimony for Special Budget Committee Meeting Agenda

May 15, 2018

“Over the past century Girl Scouts of Hawaii has been acutely focused on dispelling gender stereotypes and creating safe, illuminating spaces for girls from all backgrounds to learn and grow. Our curriculum is specifically designed to meet girls’ developmental needs and is informed by rigorous research carried out by the national Girl Scout Research Institute. Our hands-on STEM learning activities spanning earth science, water conservation, energy awareness, and citizen science projects complement academic studies at all grade levels. In partnership with the City and County GIA, we have been able to expand our delivery from 80 girls, in Title I schools, to 140 girls in two years’ time.

Through our outreach After School Leadership Program for grades K-8, Girl Scouts of Hawaii will reduce barriers of cost and logistics so that 150 underserved girls from low-income communities on Oahu (areas like Waianae, Nanakuli, Ewa Beach, Palolo, Kahuku and more) can benefit from Girl Scouting. Research suggests that girls of lower socio-economic status gain the greatest benefit yet have less access to leadership development, STEM learning activities and after school programs compared to their more affluent peers.

We ask that you please support Bill 15 to provide funding for the Girl Scouts of Hawaii After School Leadership program that targets Title I schools on Oahu.”

Emmaly Calibraro
Girl Scouts of Hawaii
Director of Development

Speaker Registration/Testimony

Name Brian Teruya
 Phone 3960374
 Email blteruya@icloud.com
 Meeting Date 05-15-2018
 Council/PH Committee Budget
 Agenda Item Bill 15
 Your position on the matter Comment
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written
 Testimony

I fully support the Pensacola St. bike lane. As both a motorist and a cyclist I can see the benefits of this project. There is only a limited amount of automobiles that our streets can accommodate short of demolishing buildings to build more roads. And looking ahead congestion will only get worse. Bicycling as a means of transportation will take cars off the roads, need less parking space, cause no pollution and noise and is a healthy alternative to driving. Having safe bike lanes will encourage people to abandon their automobiles in favor of cycling. While cycling I personally shun roads where no bike lanes or broad shoulders exist. Building bike lanes will also get cyclists off sidewalks making it safer and less stressful for pedestrians. And in the not to distant future, when traffic congestion becomes intolerable, (if it's not intolerable already) we will have an alternative to automobile gridlock.

Testimony
 Attachment
 Accept Terms
 and 1
 Agreement

May 12, 2018

RE: Bill 15 (2018) CD1

Aloha Chair Ozawa, Vice Chair Ann Kobayashi, and members of the Budget Committee:

Thank you taking time to read my testimony in support of the reallocation of funds that would allow for a protected bike lane to be built on Pensacola Avenue.

As a public health professional that drives a car, bikes, and walks throughout urban Honolulu, I cannot stress how important protected bike lanes are for the health and safety of all of our community members, not just bike riders. In December 2010, 18-year-old Zachary Manago, a family friend, was struck and killed by a car while riding his bicycle, and many other bikers continue to get hurt across the island—the Hawaii Department of Health reports 28 serious bicycle injuries have occurred in the Piikoi/Pensacola couplet in the past 5 years. While protected bike lanes will not prevent all bike-car crashes, these infrastructural changes will save lives.

The benefits of improving route infrastructure for the safety of bicyclists is data driven, and protected bike lanes that are physically separated from motor vehicles by raised curbs, bollards, or concrete barriers were, by far, the safest kind of facility for bikers.¹ In a meta-analysis of 10 U.S. metropolitan cities with improved bicycle infrastructure, there was a 51% average reduction in crashes and a 60% average reduction in bicycle fatalities.² Protected bike lanes and other improvements to infrastructure make existing riders safer, but also attracts new riders; After a 53% increase in its bikeway network, Portland experienced a 391% growth in bicycle trips.² Improving Oahu's integrated network of on-road bike lanes has the potential to get more people biking that otherwise wouldn't; A 2016 national study found that 50-60% of residents in metropolitan cities are interested in riding a bike as alternate travel mode but are concerned about their safety on the streets.³ Increasing bike ridership can significantly reduce automobile congestion, reduce pollution emissions, increase regular physical activity, improve mental health, and increase access to medical care and healthy food, which addresses many public health issues of our great city.⁴ Additionally, AARP, the U.S. Department of Transportation, and Blue Zones support protected bike lanes and other improvements to bike infrastructure as it makes streets safer for everyone, not just bicyclists, by calming traffic and creating a buffer between street pedestrians on the sidewalk and speeding vehicles.⁵ Increasing community bikability can also support businesses as it did in Indianapolis; after 8 miles of separated bike and pedestrian lanes were added, over half of all businesses reported an increase in customers and revenue, and it was estimated that property value in the area increased by \$1 billion.⁶

¹ Teschke, K., Harris, M. A., Reynolds, C. C., et al. (2012). Route infrastructure and the risk of injuries to bicyclists: a case-crossover study. *America*

² Pucher, J. & Buehler, R. (2016). Safer cycling through improved infrastructure. *American Journal of Public Health*, 106: 12.

³ Dill, J. & McNeil, N. (2016). Revisiting the four types of cyclists: findings from a national survey. *Journal of the Transportation Research Board*, 2587.

⁴ Litman, T. (2010). Evaluating public transportation health benefits. *Victoria Transport Policy Institute for the American Public Transportation Association*.

⁵ Walljasper, J. 10 ways bicycle-friendly streets are good for people who don't ride bikes. *AARP Livable Communities*.

⁶ Majors, J. & Burow, S. (2015). Assessment of the impact of the Indianapolis Cultural Trail. *Indiana University Public Policy Institute*.

Removing funds to build this protected bike lane sets a precedent that we prioritize privately-owned automobiles and are unwilling to support the shift towards a multi-modal, age-friendly community. While Zachary Manago is no longer with us, his family and countless others continue to advocate for safer streets for bicyclists because no one else should have to get hurt before the necessary changes are made. Again, I strongly urge City Council to restore funding to build a protected bike lane on Pensacola Avenue for the safety of all bike riders who travel along this important access route daily, as well as all other automobile drivers, pedestrians, and potential bikers who would also benefit from this street feature.

Thank you for your time and consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Colby R. Takeda', with a stylized, flowing script.

Colby R. Takeda
(808) 497-6647
colbytakeda@gmail.com



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Greg Gaug, Chair

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914 Ala Moana
Boulevard
Honolulu, HI 96814

GoBiki.org
@GoBikiHI

Meeting Date: 5/15/2018
Council Committee: Budget
Agenda Item: Bill 15
Position: Comments

Dear Budget Committee Chair Ozawa, Vice Chair Kobayashi, and Budget Committee Members,

I am writing to request that your committee provides funding for the Pensacola St protected bike lane project. The City has been working diligently to implement Complete Streets projects that make Hawaii's roads safer for all ages and all modes of transportation. Protected bike lanes make riding safer for cyclist by providing designated space separated from cars and pedestrians.

Access to bikeshare and improved biking routes encourage new groups of residents to opt to bike, and the community benefits as a result. Since Biki launched in June 2017, the system has seen over 700,000 trips. A membership survey taken in October revealed that 56% of Biki members used a car most or all of the time before bikeshare. Bike trips that replace car trips avoid carbon emissions and increase physical activity. Since adding protected bike lanes, bicycling has increased on King St 125% and on South St 381%. Biki's expansion into Makiki this summer will make biking more accessible for Makiki residents, and the Pensacola St protected bike lane will provide an important mauka/makai corridor that will make bikers, pedestrians, *and* motorists feel safer while traveling between Makiki and the Ala Moana/Kakaako neighborhoods.

After months of research, the City determined Pensacola St was preferred over other options because it would have minimal traffic impacts. The City has reported that while the bike lane will take away 30 parking spaces, there are 634 parking spaces within a block. Research has indicated bikeways can bring more foot traffic and spending to local, street level business. Outreach undertaken by the Hawaii Bicycling League has determined business owners have been brainstorming options for car parking that could be implemented with the bikeway. These include: converting some parking spaces to 10-minute parking and adding meters or decreasing time allowance at meters to increase car turnover.

I urge the Budget Committee members to ensure funding for the Pensacola St protected bike lane project stays in place.

Sincerely,

Justine Espiritu
Grants and Programs Manager
Bikeshare Hawaii



May 15, 2018

Bill 15 (2018) CD1
COMMENTS

Aloha Chair Ozawa, Vice Chair Kobayashi and Members of the Budget Committee,

Thank you for your diligence during the process of crafting our county budget, in which so many important needs are addressed. Budget work is never easy, and we appreciate the effort you do to bring services to the people of the City & County.

As you know, our Blue Zones Project demonstration communities support policies that make places where people live, work, and play healthier and happier. To this end, we are requesting that you to please consider restoring the funding for the Pensacola Avenue Protected Bike Lane.

Currently, biking from mauka to makai in this area is dangerous. The Hawaii Department of Health reported 28 serious injuries to bikers in the Piikoi-Pensacola area over the last 5 years. This equates to someone being taken to the hospital by ambulance every other month. A protected bike lane would dramatically increase biker safety; therefore, resulting in increased bike ridership. Nationally, as cities have added protected bike lanes, bike ridership has increased dramatically. Although there would be a loss in parking, 95% of the current parking spaces will be retained, and there is the opportunity for ways to address the 5% parking loss.

Ensuring that cyclists have the safest areas to ride will increase bike ridership as seen on King Street. A study of ten cities that implemented protected bike lanes saw these major positive changes:

In Portland, Oregon, the rate of severe injuries or fatalities per 100,000 trips dropped 72% from 2000 to 2015, as the city's bike network grew by 53% and the number of bicycle trips taken by Portlanders climbed a whopping 391%. In Minneapolis, the bikeway network grew 113% and trips climbed 203% while injuries and fatalities dropped 79%. Other cities with big safety improvements include New York City (with a 72% drop), Chicago (60%), Seattle (53%), and Washington, D.C. (50%).

"Safer Cycling Through Improved Infrastructure," American Journal of Public Health, December 2016.

Restoring the funding for the protected bike lane says that the safety of 100% of the bikers is important. Please consider restoring this important funding for the safety, health, and well-being of our community.

Thank you for this opportunity to testify.

Sincerely,

Peggy Mierzwa

Peggy Mierzwa
Statewide Policy Lead—Hawaii
Blue Zones Project

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From: CLK Council Info
Sent: Monday, May 14, 2018 12:59 PM
Subject: Public Health, Safety and Welfare Speaker Registration/testimony

Speaker Registration/Testimony

Name Kristen Lindsey-Dudley
Phone 8082557387
Email kristenld@hawaii.rr.com
Meeting Date 05-24-2018
Council/PH Committee PublicHealth
Agenda Item Pensacola Bike Track
Your position on the matter Support
Representing Self
Organization

Do you wish to speak at the hearing? No

Written Testimony I support all bike tracks and lanes especially on Pensacola. Because of the bike lanes I now commute into the city one day per week....meaning less traffic and parking problems. Please support biking in everyway possible!

Testimony Attachment

Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Patricia Johnson

Phone 808-988-4633

Email patriciagj@aol.com

Meeting Date 05-15-2018

Council/PH
Committee Budget

Agenda Item Bill 15

Your position
on the matter Comment

Representing Self

Organization

Do you wish to
speak at the
hearing? Yes

Written
Testimony I writing to request the Pensacola Street protected bike land project be funded. Most people in Hawaii say they would love to ride a bicycle for health, fitness and recreation + a commute to work, but are afraid to ride in traffic. Protected Bike lanes are what we need to support people getting out of their cars and onto their bikes. Please, please help build a connected network of protected bike lanes to support people having viable options to the car.

Patricia Johnson (age 75 & still riding my bike)

Testimony
Attachment

Accept Terms
and Agreement 1

ADDRESS

3442 Waialae Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756

**FAX**

808-735-7989

EMAIL

bicycle@hbl.org

May 14, 2018

Bill 15**Comments requesting funding for Pensacola St Complete Streets project**

Aloha Budget Chair Ozawa, Vice Chair Kobayashi, and esteemed members of the Committee on Budget,

Hawaii Bicycling League **provides comments on Bill 15 requesting funding be restored for the Pensacola St Complete Streets project.**

The Pensacola Street Complete Streets project will create a protected bike lane and safer pedestrian crossings between Waimanu Street and Wilder Street. This is a much-needed project that will result in major safety improvements for bicyclists and pedestrians.

- **Improve Bicyclist Safety along this Dangerous Corridor** – The Pensacola/Piikoi couplet (the term for a pair of one-way streets) had 28 serious bicycle injuries (requiring EMS ambulance response) in the last 5 years – that's someone getting seriously injured while biking on average every 2 months. Looking at the nearest mauka/makai alternative – the statistics are similarly alarming on Keeamoku St which had 22 serious bicycle injuries in the same 5 years. The Pensacola Street Complete Streets project will dramatically improve bicycle safety on Pensacola St and on the corridor by drawing cyclists away from the unimproved Piikoi and Keeamoku.
- **Improve Pedestrian Safety along Pensacola Street** – Pensacola had 15 serious pedestrian injuries in pedestrian injuries (requiring EMS ambulance response) in the last 5 years. The project will shorten pedestrian crossing distances and result in less danger for those walking. Hawaii Department of Health data has shown a significant reduction in pedestrian injuries on King Street following implementation of the King Street protected bike lane.
- **Create Active Transportation Options for Makiki** – There are over 30,000 people in Makiki, many with bikeable distances to work, school, and stores, the only problem is there is NO bikeway connection to Makiki. The City's analysis has found that Pensacola St is the best option to get a protected bike lane into Makiki. The Pensacola St Complete Streets project will make cycling safe and accessible to thousands.
- **Safe Streets Must be the Priority** – There is no safe mauka/makai bikeway anywhere near Pensacola St and the statistics show alarming danger for those currently biking. While the bikeway will take away 30 parking spaces, there are 634 parking spaces within a block between Wilder St and Waimanu St. There are opportunities to address parking for businesses through better managing the remaining parking.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, daniel@hbl.org).

Ride and Drive Aloha,

Chad Taniguchi
Executive Director
Hawaii Bicycling League

Daniel Alexander
Advocacy & Planning Director
Hawaii Bicycling League